

What Is Claimed Is:

1. A method for protecting a vehicle occupant in the occurrence of a potentially dangerous situation, in which in the detection of this situation at least one system can be triggered that is at least capable of being activated in a reversible manner and that is assigned to the seat of the vehicle occupant,

wherein the value of the loss of the tire pressure (Δp) of at least one tire (19) is continuously detected and the triggering of the system is activated when a threshold value (Δp_s) is exceeded.

2. The method as recited in Claim 1,

wherein the system is a belt tensioner capable of being reversibly activated for fixing the vehicle occupant in his seat (2).

3. The method as recited in Claim 1 or 2,

wherein in case the activation of the system is triggered, this is assessed as the existence of the immediately imminent possibility of a crash and an appropriate information is transmitted to triggering means (12, 26) for adjusting the triggering threshold of the triggering of at least one restraint device such as an airbag.

4. The method as recited in Claim 3,

wherein the corresponding information is fed into a vehicle network and is thus made available to other triggering means to be used for adjusting parameters and/or triggering thresholds.

5. The method as recited in one of Claims 1 through 4,

wherein the threshold value (Δp_s) is defined in such a way that exceeding it corresponds to the sudden pressure loss in the corresponding tire (19) in particular to a tire blowout.

6. A setup for protecting a vehicle occupant in the occurrence of a potentially dangerous situation, in which in the detection of this situation at least one system can be triggered that is at least capable of being activated in a reversible manner and that is assigned to the seat of the vehicle occupant.

wherein the pressure of a tire (19) is detected by a pressure sensor (20), the value of the detected pressure is analyzed to determine whether a pressure loss (Δp) exceeding a threshold value (Δp_s) has occurred, and in a given case a triggering control (17) triggers the system.

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7. The setup as recited in Claim 6,
wherein the triggering control (17) activates the tensioning mechanism (15) of a reversible belt tensioning system.
8. The setup as recited in Claim 6 or 7,
wherein the signal indicating the exceedance of the threshold value (Δp_s) is sent to a crash evaluation circuit (26) for use as a parameter indicating the existence of the immediately imminent possibility of an accident.
9. The setup as recited in one of Claims 6 through 8,
wherein the signal indicating the exceedance of the threshold value (Δp_s) is fed into a vehicle network.
10. The setup as recited in one of Claims 6 through 9,
wherein the threshold value (Δp_s) is defined in such a way that exceeding it corresponds to the sudden pressure loss in the corresponding tire (19) in particular to a tire blowout.